

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Old Post Road Through Truss Bridge

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Maryland 7A over AMTRAK just East of junction with US 40

CITY, TOWN

Havre De Grace

☒ VICINITY OF

CONGRESSIONAL DISTRICT

1st

STATE

Maryland

COUNTY

Harford

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☐ YES: RESTRICTED☒ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☒ TRANSPORTATION☐ MILITARY☐ OTHER**4 OWNER OF PROPERTY**

NAME

State Highway Administration DOT Survey

Telephone #:

STREET & NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

☐ VICINITY OFSTATE, zip code
Maryland 21201**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE

REGISTRY OF DEEDS, ETC. Harford County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Bel Air

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

State Highway Administration Compliance Survey/Maryland Historical Trust

DATE

1978

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

HR-1530

CONDITION

☐ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☒ UNALTERED
☐ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

See attached pages for description.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

NR-1580

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES	1905	BUILDER/ARCHITECT	American Bridge Company, New York
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STATEMENT OF SIGNIFICANCE

See attached pages for statement of significance. Also check determination of eligibility files, as well as Harford County, Route 7 compliance files.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

NA-1580

Files of the Bureau of Bridge Design, State Highway Administration,
301 West Preston Street, Baltimore, Md. position file #20.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

Quadrangle Name: Havre de Grace, MD
UTM References: 18. 404290. 4376670
Quadrangle Scale: 1:24 000

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

John Hnedak/M/DOT Survey Manager

ORGANIZATION

Maryland Historical Trust

DATE

1980

STREET & NUMBER

21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438



United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

H30-774

September 27, 1977

NR-1580
MRE
?
J.
10/18

Mr. R. W. Bergeron
Federal Highway Administration
George H. Fallon Federal Office Building
31 Hopkins Plaza, Room 1633
Baltimore, Maryland 21201

Dear Mr. Bergeron:

We have been alerted by a concerned, local resident that the Old Post Road Bridge carrying Maryland State Route 7 over the former Penn Central Railroad main line in Havre de Grace, Maryland, is scheduled for replacement by the Maryland State Highway Administration.

This structure was built in 1905 by the American Bridge Company of New York and is an example of a Baltimore or Petit truss, also known as a subdivided Pratt. More than likely, it would be eligible for listing in the National Register of Historic Places as an early example of steel bridge truss construction in the State of Maryland.

According to an article appearing in the Havre de Grace newspaper, federal funds will be applied for to replace the bridge. On the basis of this information, may we advise you to investigate this matter to determine: 1) whether the State intends to use FHWA funds to replace the bridge, 2) whether the bridge is eligible for the National Register, and 3) whether this involvement will require the comments of the Advisory Council on Historic Preservation pursuant to Section 106 of the National Historic Preservation Act.

We hope you do not regard this and our other letter concerning the Dulaney Valley Road Bridge as obstructionist. Sending Section 106 Alert letters to you is normal procedure for this office when the replacement of a bridge of potential or established historical significance is brought to our attention. Our intent primarily is to make certain that a historic record in the form of engineering drawings, photographs, and written data is produced before bridges such as these



SEP 29 1977

MARYLAND HISTORICAL
TRUST

two are destroyed. This is the purpose of the Historic American Engineering Record. As usual, we stand ready to advise and assist you, or the State, or local transportation authority on the proper documentation of such structures to HAER standards as called for under Section 2(c), Executive Order 11593.

Thank you for your attention to this matter.

Sincerely yours,

Signed

Eric N. DeLony
Acting Chief
Historic American Engineering Record

bcc: Mr. John N. Pearce
State Historic Preservation Officer
The John Shaw House
21 State Circle
Annapolis, Maryland 21401

NA-1580 Harford



Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary
Bernard M. Evans
Administrator

FEB 10 1979

**RE: Md. Route 7 Bridge Replacement
in Havre de Grace.**

THIS LETTER WAS SENT TO THE FOLLOWING:

SENATOR	Arthur H. Helton, Jr.
DELEGATES	William H. Cox, Jr.-George B. Adams, Jr.-Catherine I. Riley
COUNTY EXECUTIVE	Charles B. Anderson
MAYOR	Frank J. Hutchins
COUNTY COUNCIL	Habern W. Freeman, Jr.

There has been considerable interest in the project lately, and I would like to provide you with an information copy of a letter that I recently received. In addition, I would like to reassure you of this Administration's intentions and provide an estimated schedule for the improvement.

Environmental and preliminary studies are progressing concurrently with the necessary historical coordination and consultative procedures alluded to in the enclosure. An environmental document will be prepared in both draft and final editions. A hearing is being considered for the project. However, due to the necessity for the improvement and the public response received in favor of building the bridge, we feel that further hearings may not be necessary. Your thoughts on this requirement would be helpful for our final decision. In any event, we feel that the environmental actions and historical coordination should be culminated by mid-summer of this year when we receive location approval from the FHWA. Final design then can proceed and we anticipate to advertise for construction in mid 1979.

While this schedule may seem protracted, it should be remembered that this project schedule and ultimate construction activities must be coordinated with and are dependent on the city's bridge replacement action at Lewis Lane. Because the bridge at Lewis Lane offers less complex problems, activities for its replacement should move at a faster schedule than that of Md. 7. We must and will coordinate our activities for construction to allow for traffic flow to continue in and out of Havre de Grace. Although work on both projects can proceed concurrently, the bridge at Lewis Lane should be open to traffic before removal action is started at Md. 7.

Should you desire further information, please contact me.

Sincerely,

ORIGINAL SIGNED

BERNARD M. EVANS

Bernard M. Evans
State Highway Administrator



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

HA-1580

Harford

REGION THREE

The Rotunda - Suite 220
711 West 40th Street
Baltimore, Maryland 21211

September 5, 1978

IN REPLY REFER TO:

Maryland FAP# RS-RSG-9464(1)
SHA Contract No. H-671-000-471
MD Rt. 7A Bridge in Havre De Grace

Mr. Robert R. Garvey, Jr.
Executive Director
Advisory Council on Historic Preservation
1522 "K" Street, N.W.
Washington, D.C. 22005

Attn: Ms. Amy Schlagel

Dear Mr. Garvey:

On June 23, 1978, we requested your comments regarding the draft Memorandum of Understanding covering the replacement of the MD Rt. 7A bridge over the AMTRAK Mainline in Havre De Grace. This draft Memorandum of Understanding was fully coordinated with the SHPO as previously documented.

Your recent letter dated August 7, 1978, requested additional information concerning the existing structural condition of the bridge and the potential for rehabilitating the existing structure. In addition, you requested information regarding the Federal funds available for rehabilitation as well as replacement of the structure.

The Maryland State Highway Administration by letter dated August 31, 1978, has provided the information which you requested regarding the existing structural condition and rehabilitation potential. A copy of that letter is attached for your information. Please note that any rehabilitation of the existing structure would not serve emergency vehicle or school bus traffic due to the load limitation. It is FHWA's opinion that any such rehabilitation project would not provide the required traffic service and such an investment would not be in the best public interest. As a result we do not believe that an exception to AASHTO's minimum design loading requirements is appropriate or justified in this case. We continue to support the State's recommendation to proceed with Alternate 1.

-more-

Page 2

In response to your question concerning available Federal funding for this project we offer the following explanation:

The project will be funded with Federal aid Urban-Non Attributable funds (normally at a 70-30 ratio) however, since the project involves a new or reconstructed railroad - highway crossing, the federal share of the cost of construction may be increased up to 100%, subject to the availability of such "G" funds. These 100% "G" funds are available for any alternative involving a railroad - highway crossing improvement.

In summary, we hope this additional information sufficiently addresses your concerns concerning the infeasibility of rehabilitation of the existing structure. In addition, we believe that the stipulations contained in the Memorandum of Agreement adequately mitigate the adverse effects on this historic structure.

If we can provide any additional information regarding this project, please contact us.

Very truly yours,

E. ELINSKY

Emil Elinsky

Division Administrator

Attachment



United States Department of the Interior

HERITAGE CONSERVATION AND RECREATION SERVICE
WASHINGTON, D. C. 20243

mtt
-JE
GDA

HA-1580

IN REPLY REFER TO:
640-HAER

August 8, 1979

RECEIVED

AUG 10 1979

MARYLAND HISTORICAL
TRUST

Mr. Earl S. Freedman
State Highway Administration
P. O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

Dear Mr. Freedman:

Thank you for sending copies of the original drawings for the Old Post Road Bridge on Maryland Route 7(A).

We were impressed with the quality of the historic drawings and will not require that new drawings be made. However, we do need archival quality copies of the historic drawings and suggest that you have photocopies made with a large format camera (preferably 5x7" negative size or 4x5"). Archival quality photos of the bridge as it is today and a short written history of the bridge are also required.

I have sent HAER standards for documentation to Mr. Wayne Clingan of your office. If you have any questions please write or call us at 202/343-4256.

Sincerely,

Signed

for

Douglas L. Griffin
Chief, Historic American
Engineering Record

bcc: ✓ Mr. J. Rodney Little
State Historic Preservation Officer
John Shaw House
21 State Circle
Annapolis, Maryland 21401

U.S. Department of Transportation

Highway Administration

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

NA-1580

August 3, 1979

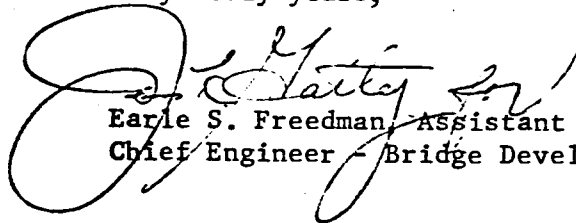
Subject: Contract No. H 671-000-471
Md. Rte. 7A over AMTRAK
Railroad including Approach
Roadway

Mrs. Martha Raymond
U.S. Department of the Interior
Historic American Engineering Record
440 G Street NW
Washington, D.C. 20243

Dear Mrs. Raymond:

As requested in your telephone conversation of July 31, 1979, we are forwarding one (1) set of prints comprised of 12 sheets of the existing bridge carrying Maryland Route 7A (Post Road) over Amtrak Railroad. These plans are for your use in determining if additional sketches will be required to supplement the existing plans for your documentation before the subject structure is demolished.

Very truly yours,



Earle S. Freedman, Assistant
Chief Engineer - Bridge Development

ESF:PEM:jd

Attachments

My telephone number is 383-4303

P.O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

Circulate, Fed Prog Admin.

File: 106 case [whole country or just this bridge?]

SPV

Harford Co

FILED

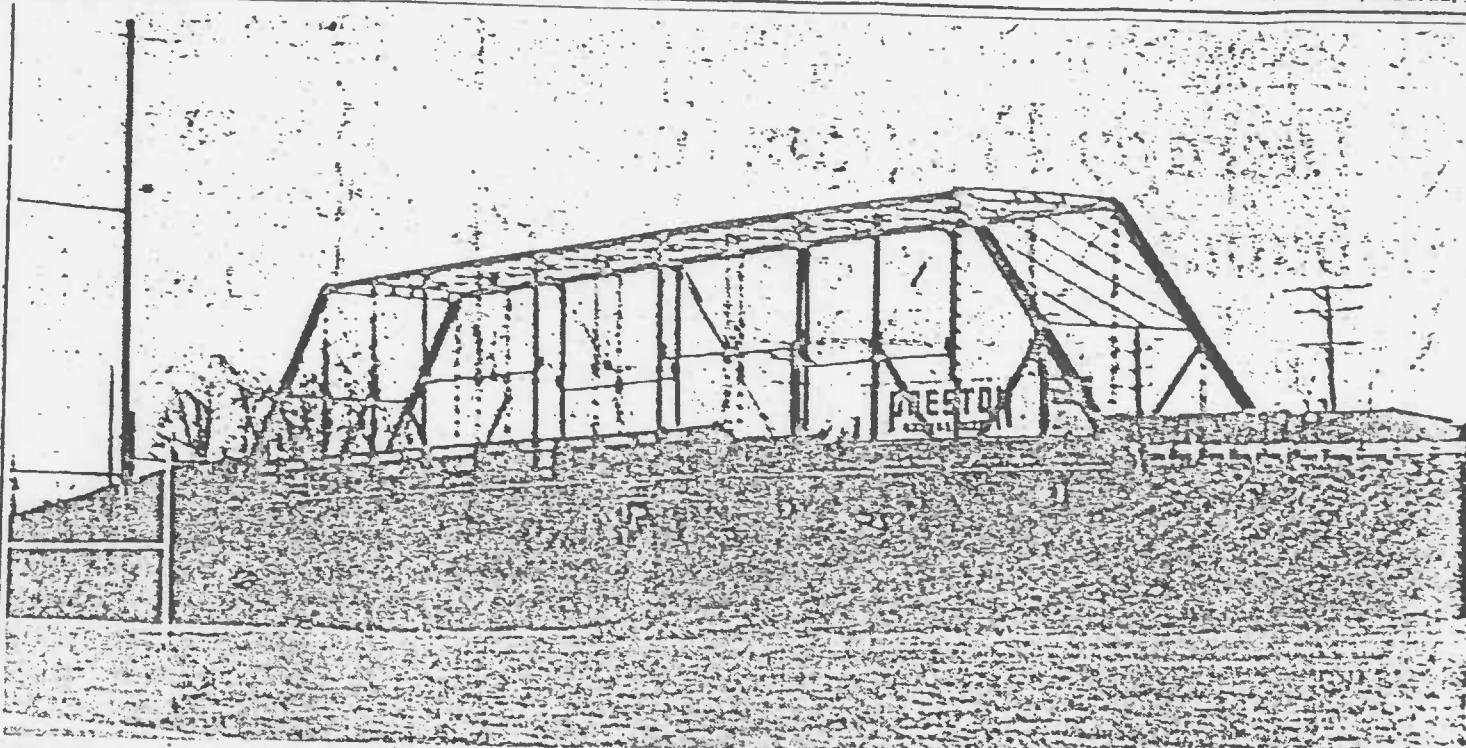
HA-1580

1977

GIS. L AIR, MARYLAND

JOHN PEANOE

THURSDAY, DEC. 22, 1977



STILL SLATED FOR REPLACEMENT—The Maryland Historical Trust has indicated it has no interest in preserving the old Route 7 bridge at Havre de Grace. The 72-year-old span is scheduled to be replaced.

Havre de Grace

'Historic' Bridge Can Be Destroyed

Preservation Fears Are Allayed

Despite the fact that it does apparently have some historical significance, the infamous "Old Black Bridge" carrying Route 7 into Havre de Grace over the Amtrak mainline can probably come down anyway.

That opinion was given in a recent letter to State Treasurer William S. James from Orwin C. Talbott, the Director of the Maryland Historical Trust.

City officials were happy about the letter this week. Earlier, just when it had seemed that everything was in motion to get the antiquated bridge replaced, some local citizen apparently told the U.S. Interior Department that the bridge might have historical significance.

That was a clinker, too, because the Federal government has a national historical record for bridges and other engineering examples just as it does for buildings. Since the bridge is to be replaced with Federal highway funds, City officials began to

fear the worst.

The Interior Department has already concluded the bridge "would be eligible for listing in the *National Register for Historic Places* as an early example of steel bridge truss construction in the State of Maryland," according to September correspondence on the matter.

The bridge was built in 1905 by the American Bridge Company of New York and is said to be an example of the Baltimore or Petit Truss, also known as a "sub-divided Pratt."

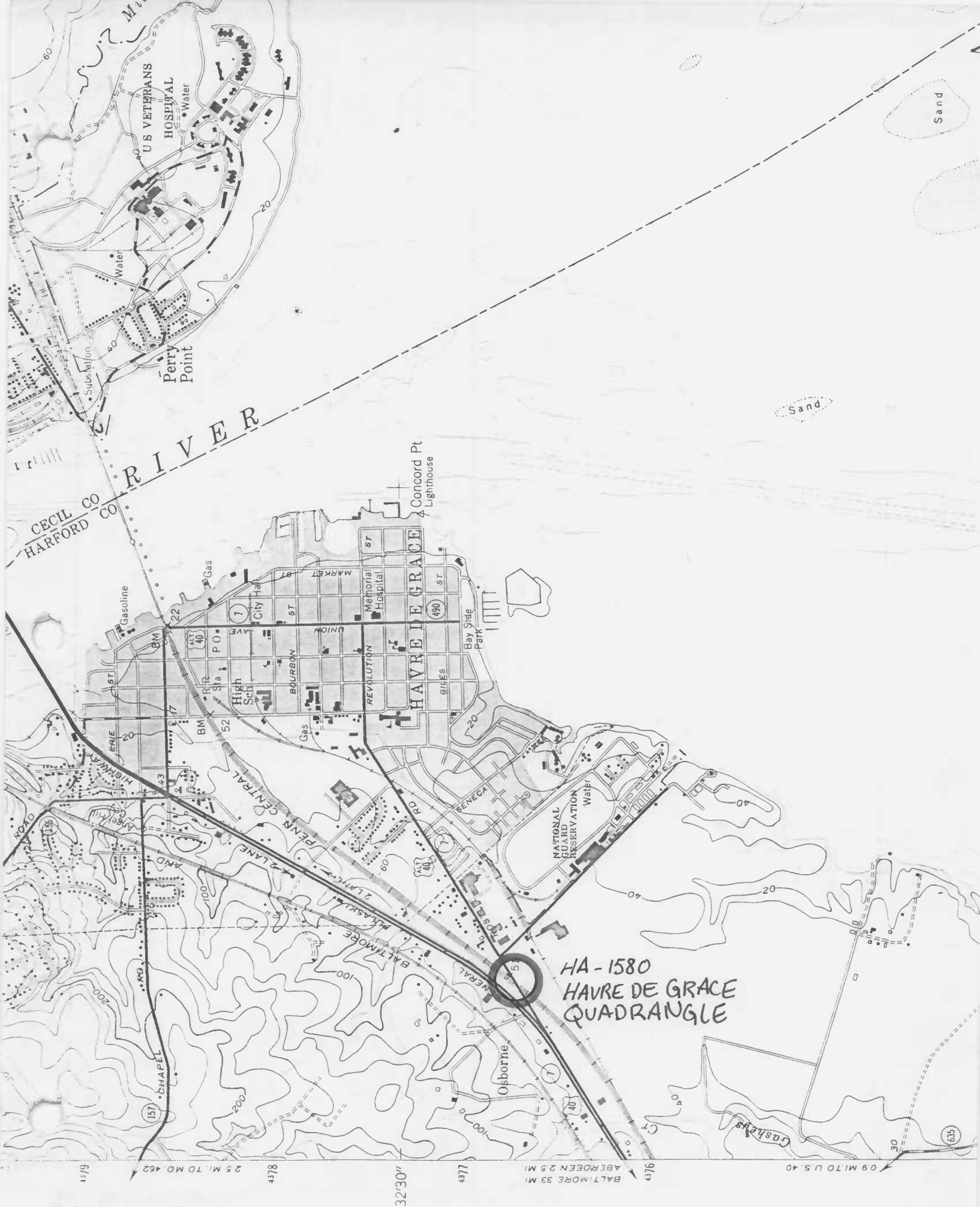
In his letter to Mr. James, Mr. Talbott said the state historical

society has no interest in the bridge.

Mr. Talbott also said the City can probably bring the bridge down on schedule so long as it enters into an agreement with the required State and Federal agencies so that the City insures documentation, plans and pictures of the structure are maintained along with any parts of it that might be requested for use as historical exhibits.

City officials said this week they are optimistic the bridge's historical significance will not now pose any obstacles to removing the structure.

Pol Air



CECIL CO
HARFORD CO

US VETERANS
HOSPITAL

Perry
Point

Concord Pt
Lighthouse

HAVRE DE GRACE

HA - 1580
HAVRE DE GRACE
QUADRANGLE

Sand

Sand

Cashers

4379

2.5 MI. TO MD. 462

4378

32°30"

4377

BALTIMORE 33 MI.
ABERDEEN 25 MI.

4376

0.9 MI. TO U.S. 40

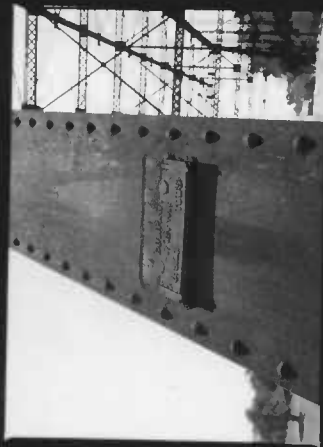
635



→ 10



→ 11



12073

HA 1580

OLD POST RD
THROUGH TRUSS
BR

HAVRE DE GRACE

JH 6/80